BookletChart™

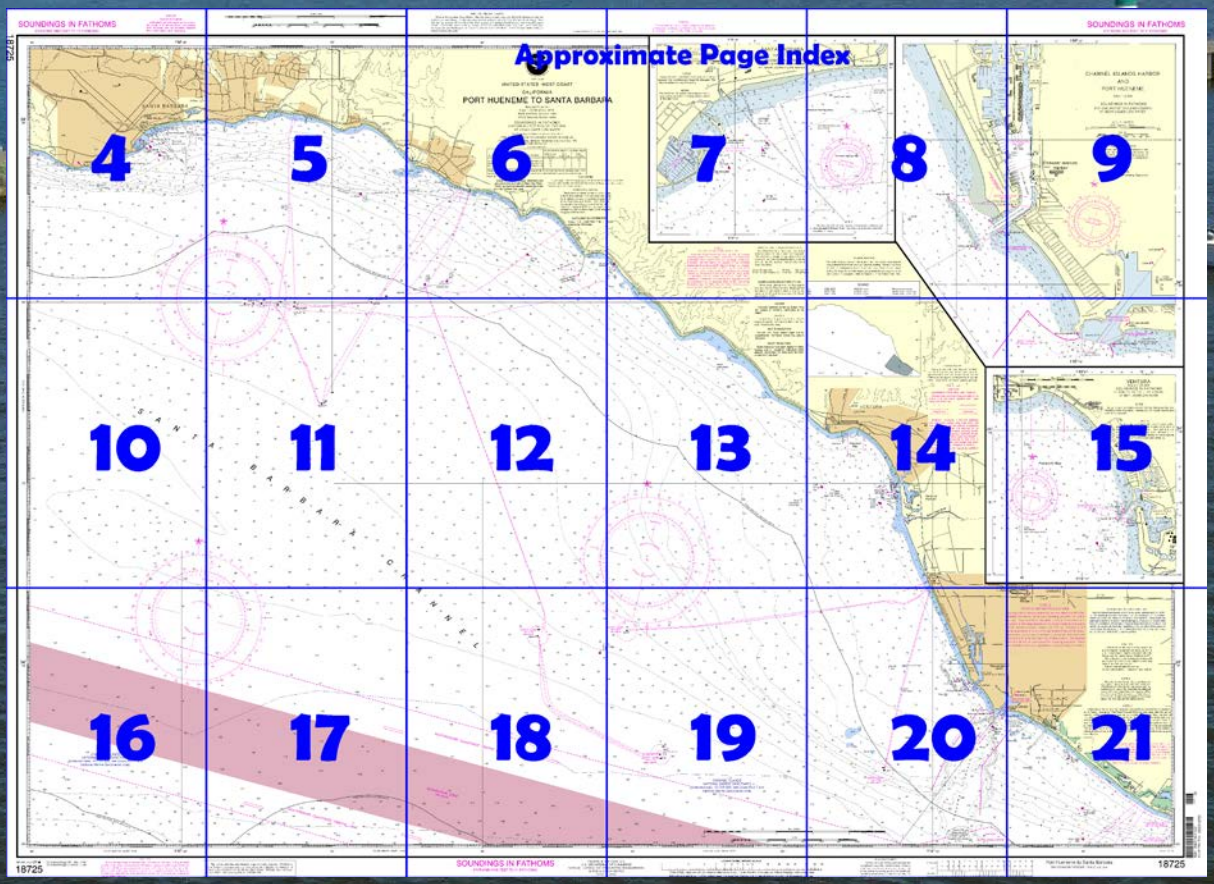
Port Hueneme to Santa Barbara

NOAA Chart 18725

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18725.

(Selected Excerpts from Coast Pilot)
Channel Islands Harbor, 1 mile NW of Port Hueneme and 5.8 miles SE of Ventura Marina, is a small-craft harbor. It is used by pleasure and sport fishing vessels and has existing berthing facilities for over 2,400 boats. The entrance to Channel Islands Harbor is between two jetties protected by an offshore breakwater. Each end of the breakwater and both the seaward and inshore ends of both jetties are marked by lights. A sound signal is at the seaward end of the S jetty. The sound signal can be activated upon request to the Coast Guard by radiotelephone VHF-FM channel 16.

Agricultural quarantine.–All vessels from outside of California that dock at Port Hueneme, except those specifically exempt, must be inspected by U.S. Department of Agriculture and/or the Ventura County Department of Agriculture. There are local representatives in the Oxnard area.

Harbor regulations.–The U.S. Navy exercises overall Port Control Authority. Port Hueneme, Control One, is on duty at all times, and monitors VHF-FM channel 6; the Oxnard Harbor District is responsible for its commercial operations. The Wharfinger is on duty at all times and guards VHF-FM channel 14; the Wharfinger office is at the E end of Slip A, along with the pilot and tugboat offices. Entrance to the Naval Construction Battalion Center is restricted, and no photography is permitted without clearance.

No garbage, waste, or refuse shall be discharged in any manner from any vessel in accordance with the California Administrative Code, a copy of which is available at the port's main administrative building. A 5-knot **speed limit** is enforced in the harbor.

Ventura is 8.5 miles N of Point Hueneme on **Pierpont Bay**. It has a 1,960-foot fishing pier with about 19 feet of water at the outer end, and about 18 feet at the inner end of a 250-foot loading face.

Ventura Harbor, 6.7 miles N of Point Hueneme and just N of Santa Clara River, is a small-craft harbor used by pleasure craft and commercial fishing vessels. It has existing berthing facilities for about 1,500 boats. Commercial fish handling facilities are available in the harbor. In 2001, a submerged rock was reported in about 34°15.3'N., 119°16.4'W. Caution is advised.

Santa Barbara, 29 miles NW of Point Hueneme, is a resort city and popular yachting harbor. The harbor is used mostly by pleasure craft and fishing vessels. There are about 1,200 slips in the harbor.

The lines established for Santa Barbara Harbor are described in **80.1126**, chapter 2.

The harbor has a 500-yard breakwater extending NE from **Point Castillo** to an extensive sandbar which forms the S side of the harbor. A jetty extends across the sandbar about 400 yards N from the NE end of the breakwater. A light is at the end of the jetty and a light and sound signal mark the connection between the breakwater and jetty. The sound signal is activated by the Santa Barbara Harbor Patrol. The NE side of the harbor is formed by Stearns Wharf; the wharf is marked by a light at the S end. A groin, about 125 yards long, extends S from shore about 0.3 mile W of Stearns Wharf. At night, sometimes the lights are difficult to see against the background of city lights.

Caution.–The long sandbar N of the breakwater light is inconspicuous on a high-tide night, but the masts of boats moored in the harbor are quite visible over the breakwater. The **harbormaster** reports that these circumstances have caused several groundings on the sandbar when strangers making for the harbor at night failed to identify the breakwater light, failed to see the sandbar, but sighted the masts in the harbor and steered toward them, consequently going hard aground on the sandbar. The shoreline of the sandbar is subject to continual change. **Caution** should be exercised when entering at night; the buoyed channel should be carefully followed.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Alameda	Commander 11th CG District Alameda, CA	(510) 437-3700

Table of Selected Chart Notes

VENTURA

Scale 1:12,500

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

(08) HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

For Symbols and Abbreviations see Chart No. 1

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

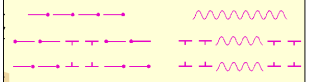
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE C
CAUTION

Area subject to rapid shoaling. Depths from survey of 2009.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.002" southward and 3.418" westward to agree with this chart.

Scale 1:25,000
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

NOTE H

For additional information concerning use of this area, please contact the Harbormaster's office at (805)564-5530.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION
Submarine Pipelines

Uncharted submarine pipelines may exist in the vicinity of oil well structures, and between such structures and the shoreline. Mariners should use caution when anchoring.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Santa Barbara, CA	KIH-34	162.40 MHz
Santa Barbara Marine, CA	WWF-62	162.475 MHz

NOTE B

Buoys in Santa Barbara Harbor are not charted because their positions are frequently changed. The harbor is subject to rapid shoaling.

Mercator Projection
Scale 1:50,000 at Lat. 34°18'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

NOTE G

Mariners are cautioned that severe wave action may be encountered over the shoals either side of the marked entrance channel. Inbound and outbound boaters are advised by local interests to run a direct course from Ventura Marina Entrance Lighted Whistle Buoy "2V" to the breakwater entrance.

Scale 1:12,500

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

NOTE Z
NO-DISCHARGE ZONE. 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the office of the District Engineer, Corps of Engineers in Sacramento, California.

Refer to charted regulation section numbers.

NOTE E

Buoys in Ventura Harbor are not charted because they are frequently shifted in position. Mariners could encounter severe wave action in the entrance.

NOTE G

Mariners are warned that numerous vessels are anchored and moored east of Stearns Wharf. Caution should be exercised when transiting this area.

NATIONAL MARINE SANCTUARIES
& MARINE PROTECTED AREAS

National Marine Sanctuaries are protected areas, administered by NOAA, which contain sensitive and diverse natural and cultural resources. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas. A full description of Sanctuary regulations may be found in 15 CFR 922 and in the U.S. Coast Pilot. A full description of the federal regulations governing the Marine Protected Areas located within Channel Islands National Marine Sanctuary boundaries may be found in 15 CFR 922 and 50 CFR 660. A full description of the state regulations governing the Marine Protected Areas located within Channel Islands National Marine Sanctuary boundaries may be found in Title 14 California Code of Regulations (CCR) section 632.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

NOTE D
TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to the major harbors and along heavily traveled coastal waters, but are not intended in any way to supersede or to alter the applicable Rules of the Road. Separation zones are intended to seperate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Santa Barbara	(34°09'N/119°12'W)	5.4	4.7	1.0
Ventura	(34°16'N/119°17'W)	5.4	4.7	1.0
Port Hueneme	(34°24.5'N/119°41.1'W)	5.4	4.6	1.0

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Sep 2008) HEIGHTS AUTHO

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

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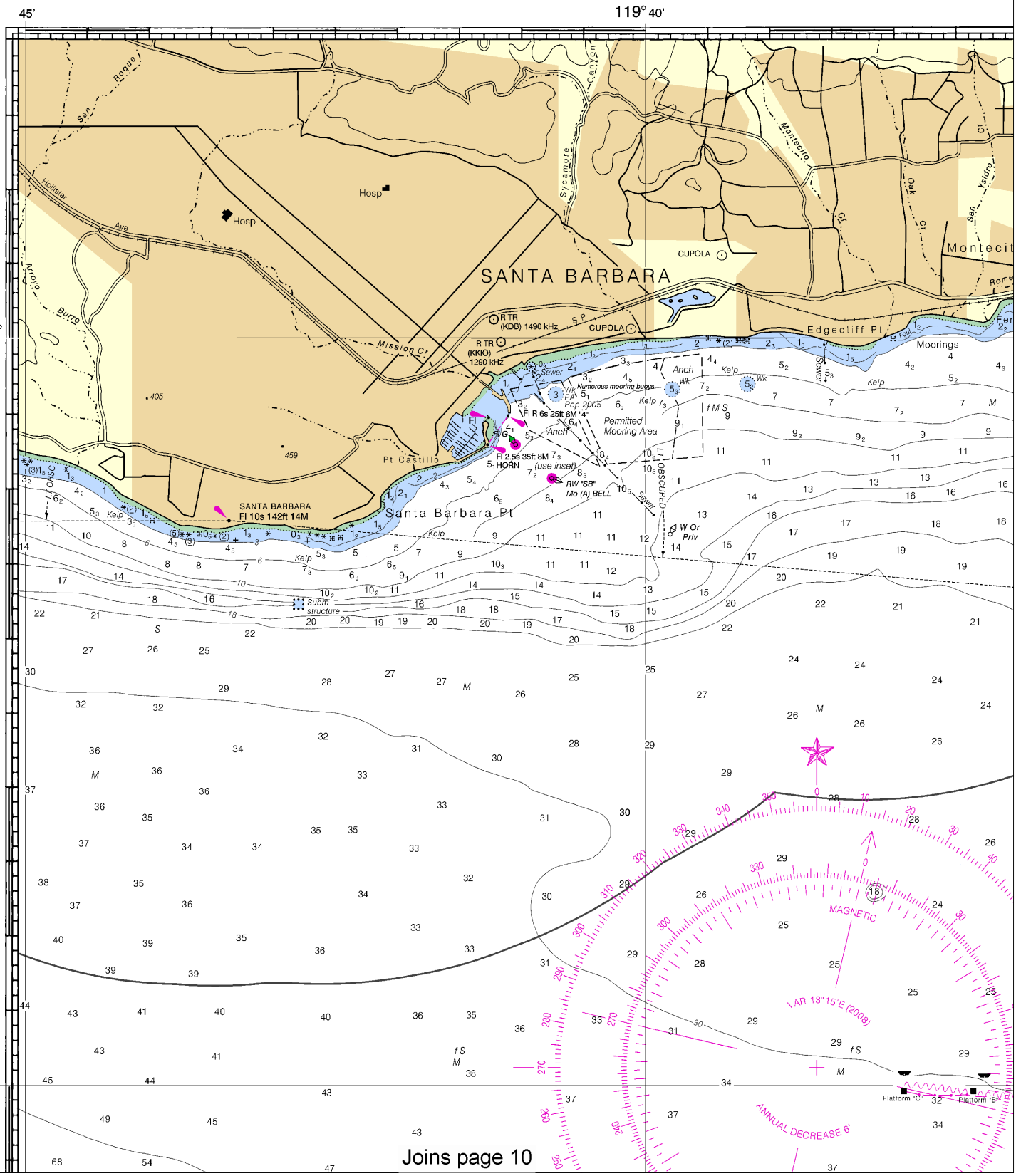


4

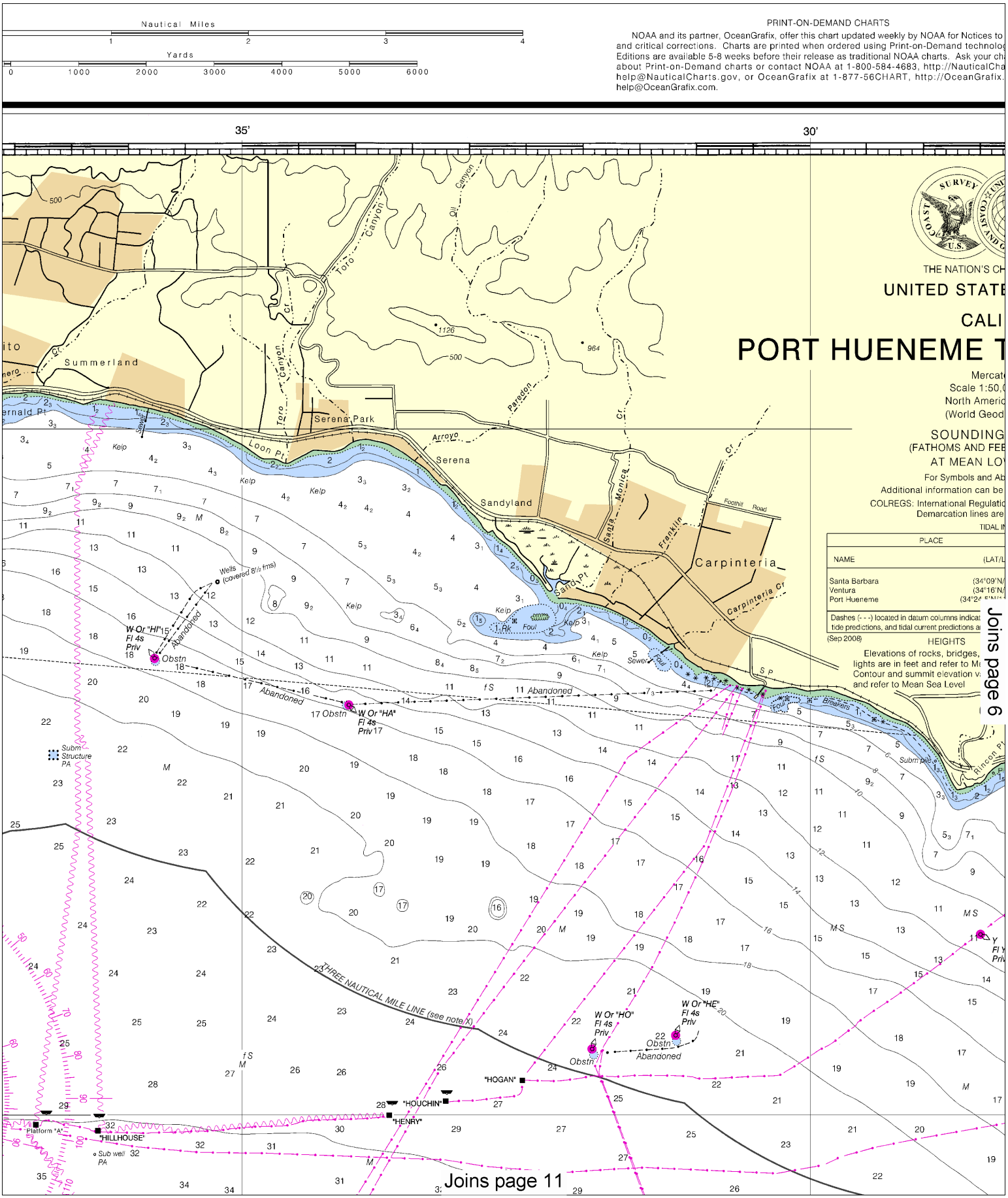
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:66667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

Formerly C&GS 5120, 1st Ed., Mar. 1

30'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES -WEST COAST

CALIFORNIA

PORT HUENEME TO SANTA BARBAR

Mercator Projection
Scale 1:50,000 at Lat. 34°18'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1
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(Sep 2008)

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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for im supplemental information.

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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.

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WARNING

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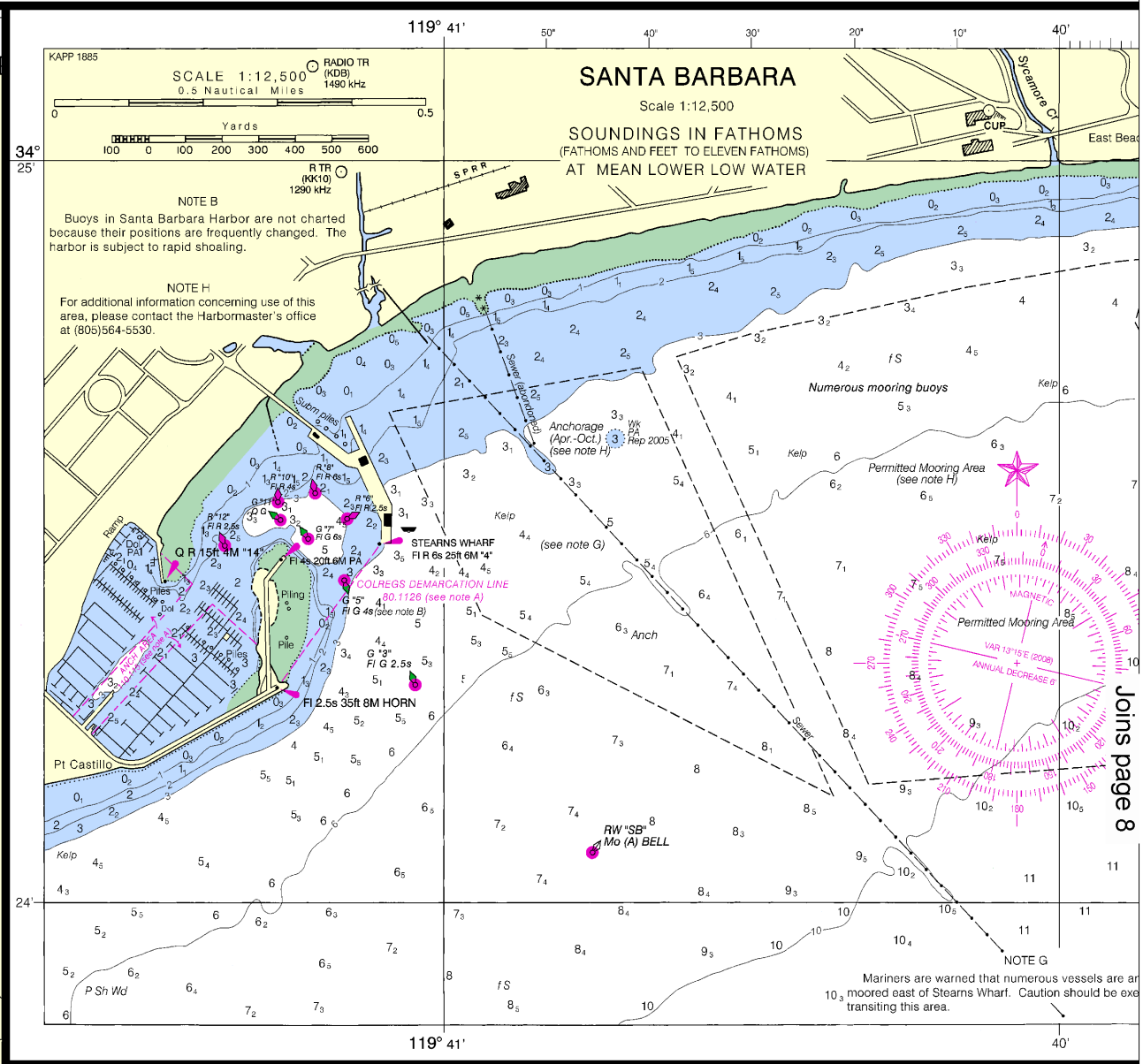

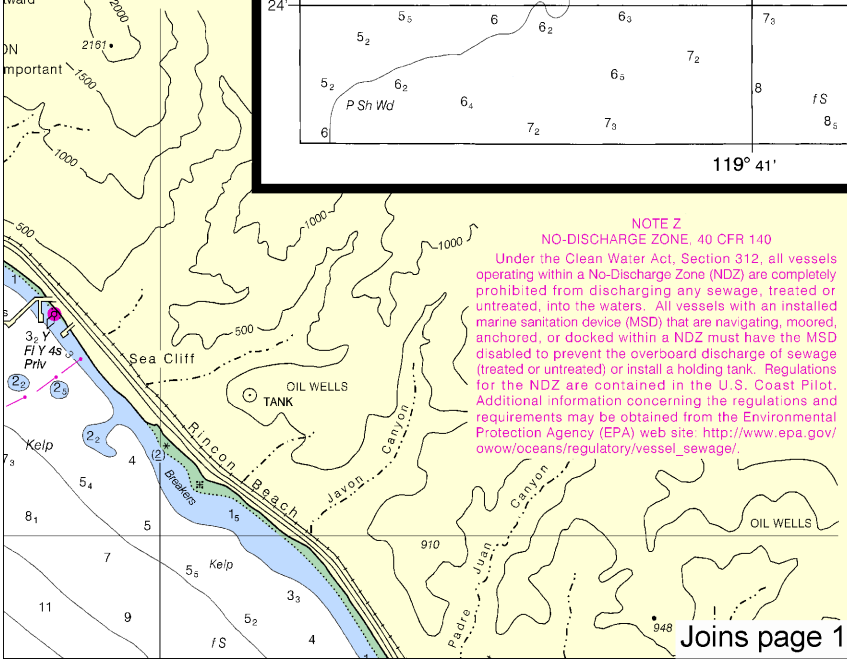

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

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MINERAL DEVELOPMENT STRUCTURES

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CAUTION

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CAUTION

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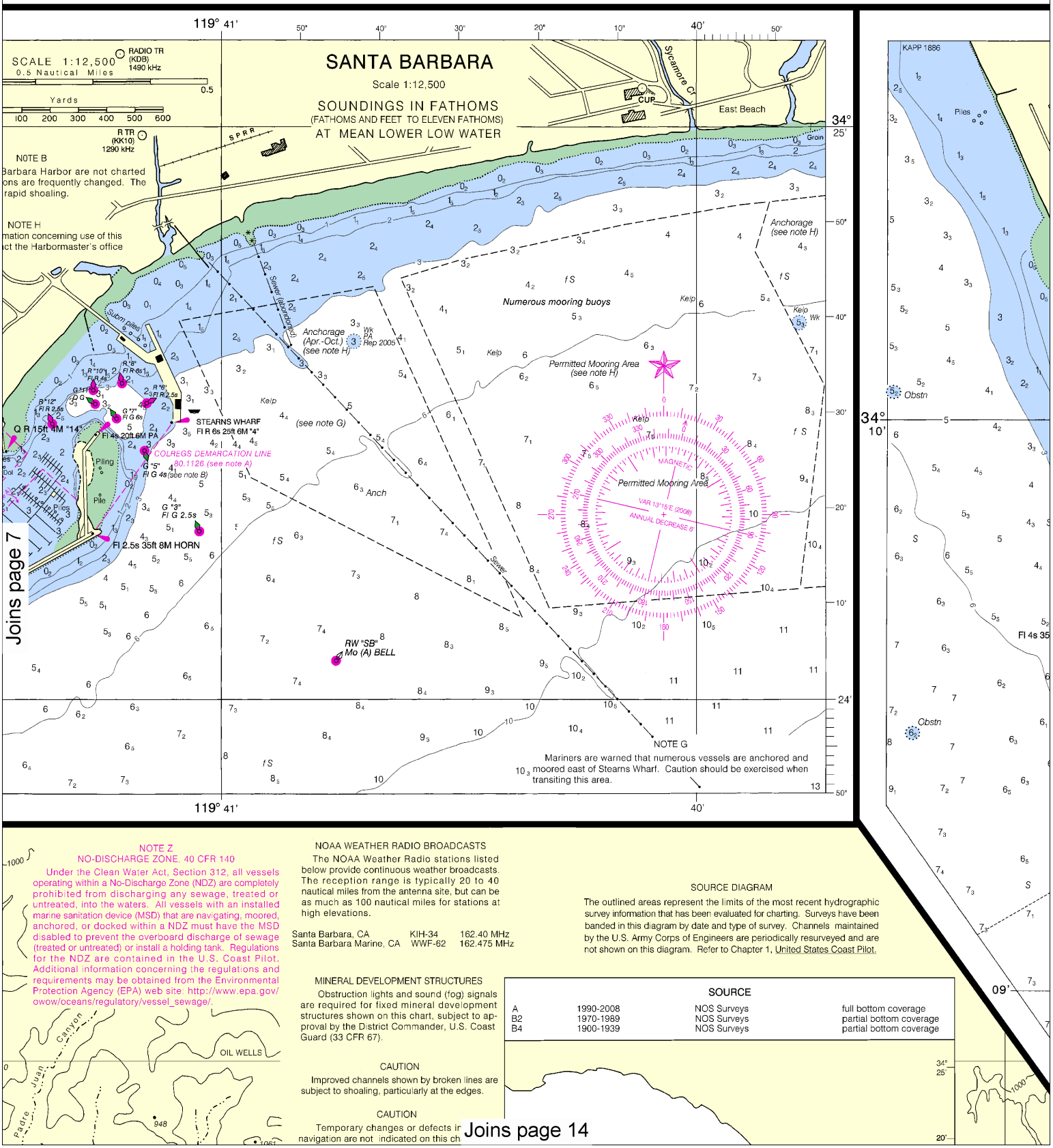
SOURCE DIAGR

The outlined areas represent the limits of survey information that has been evaluated f banded in this diagram by date and type of by the U.S. Army Corps of Engineers are p not shown on this diagram. Refer to Chapte

		SOURCE
A	1990-2008	NOS Surveys
B2	1970-1989	NOS Surveys
B4	1900-1939	NOS Surveys

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4612 11/13/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: n/a.

VARNING
ill not rely solely on any single aid
on floating aids. See U.S. Coast
Coast Pilot for details.



Joins page 7

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Joins page 14

SOURCE DIAGRAM

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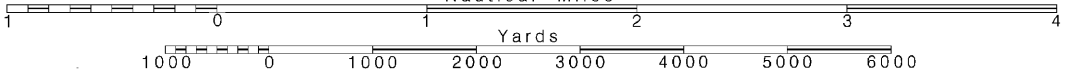
SOURCE			
A	1990-2008	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

Note: Chart grid lines are aligned with true north.

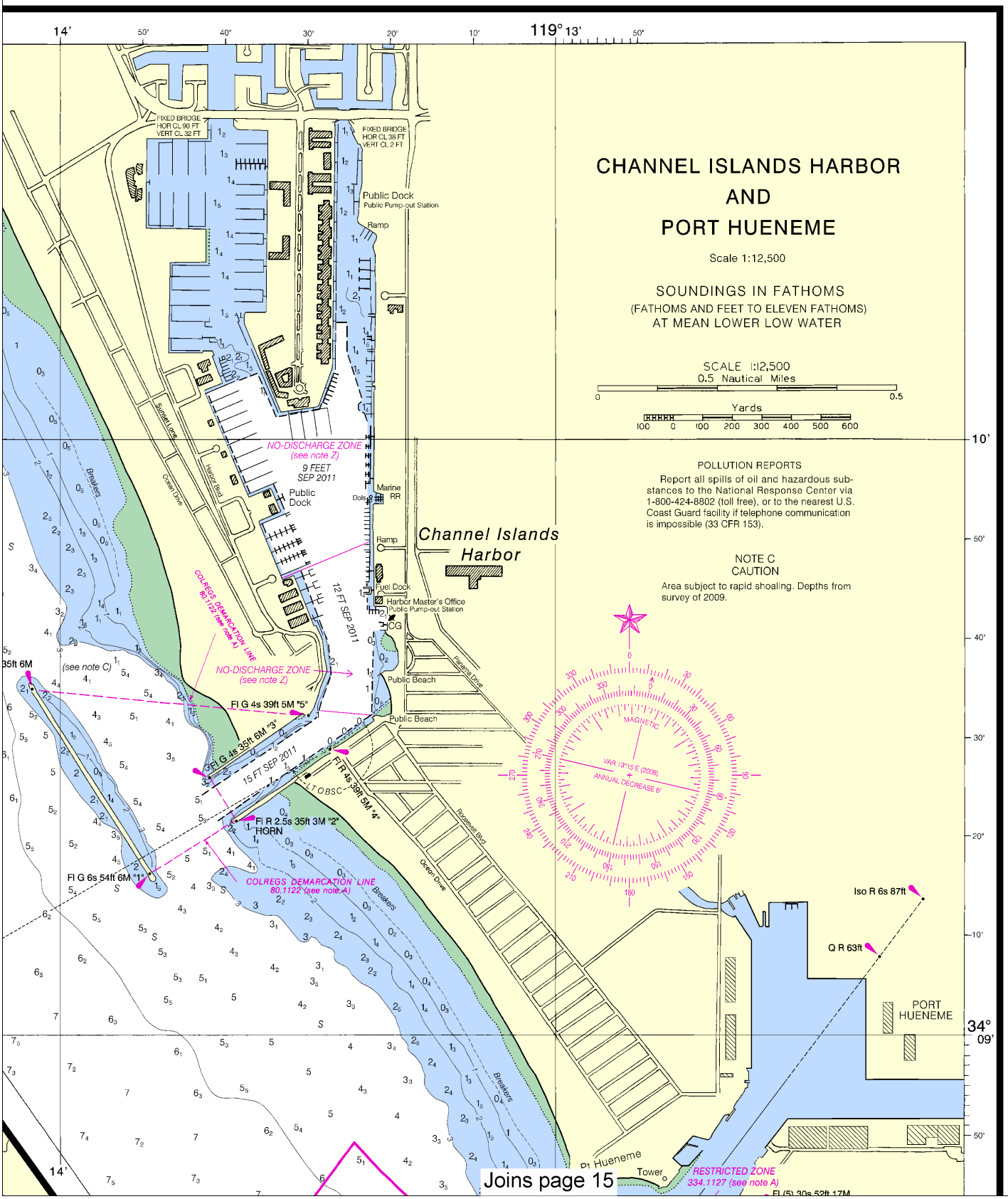
Printed at reduced scale. ~~SCALE 1:50,000~~



See Note on page 5.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



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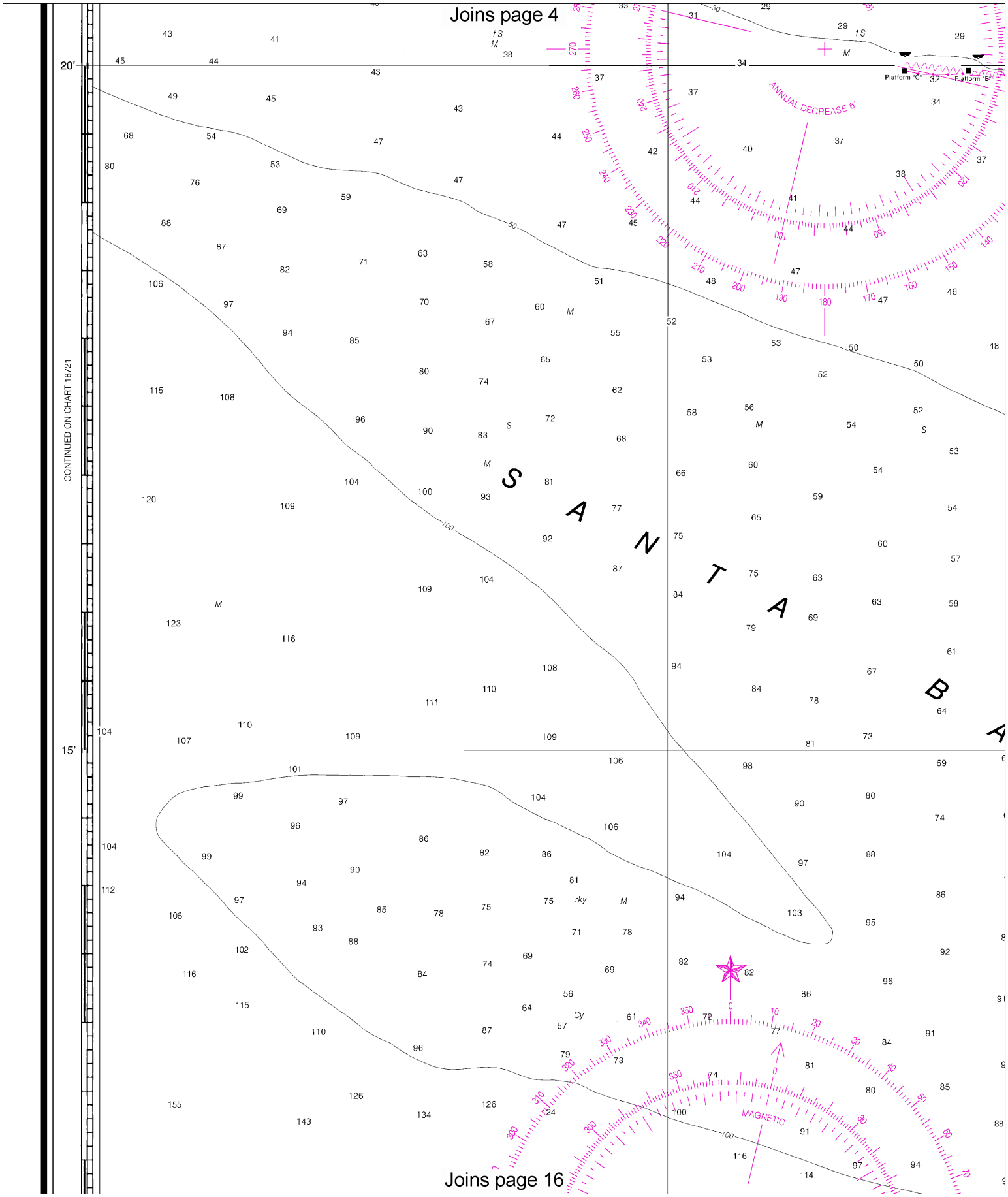


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:50,000~~

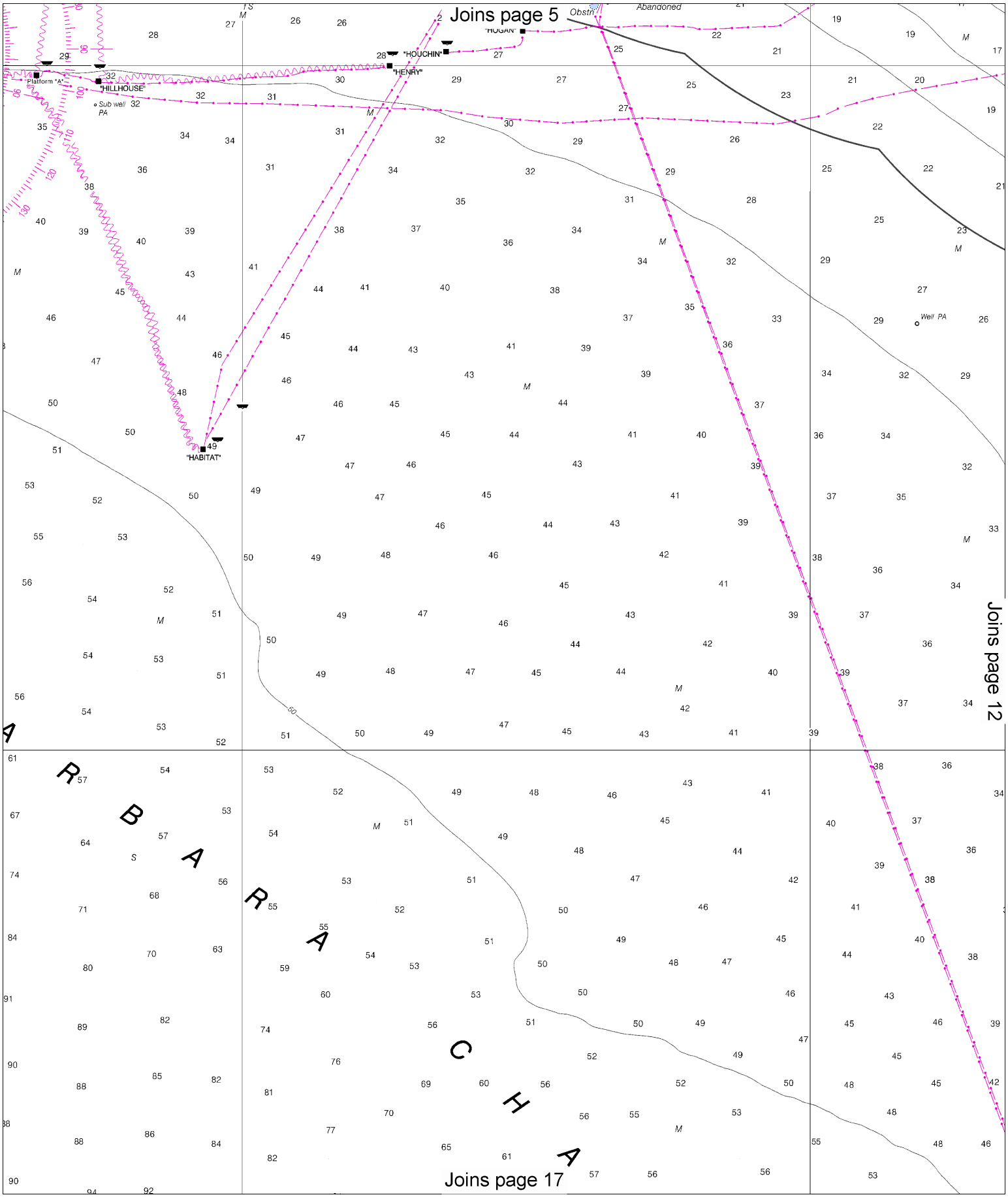
Nautical Miles

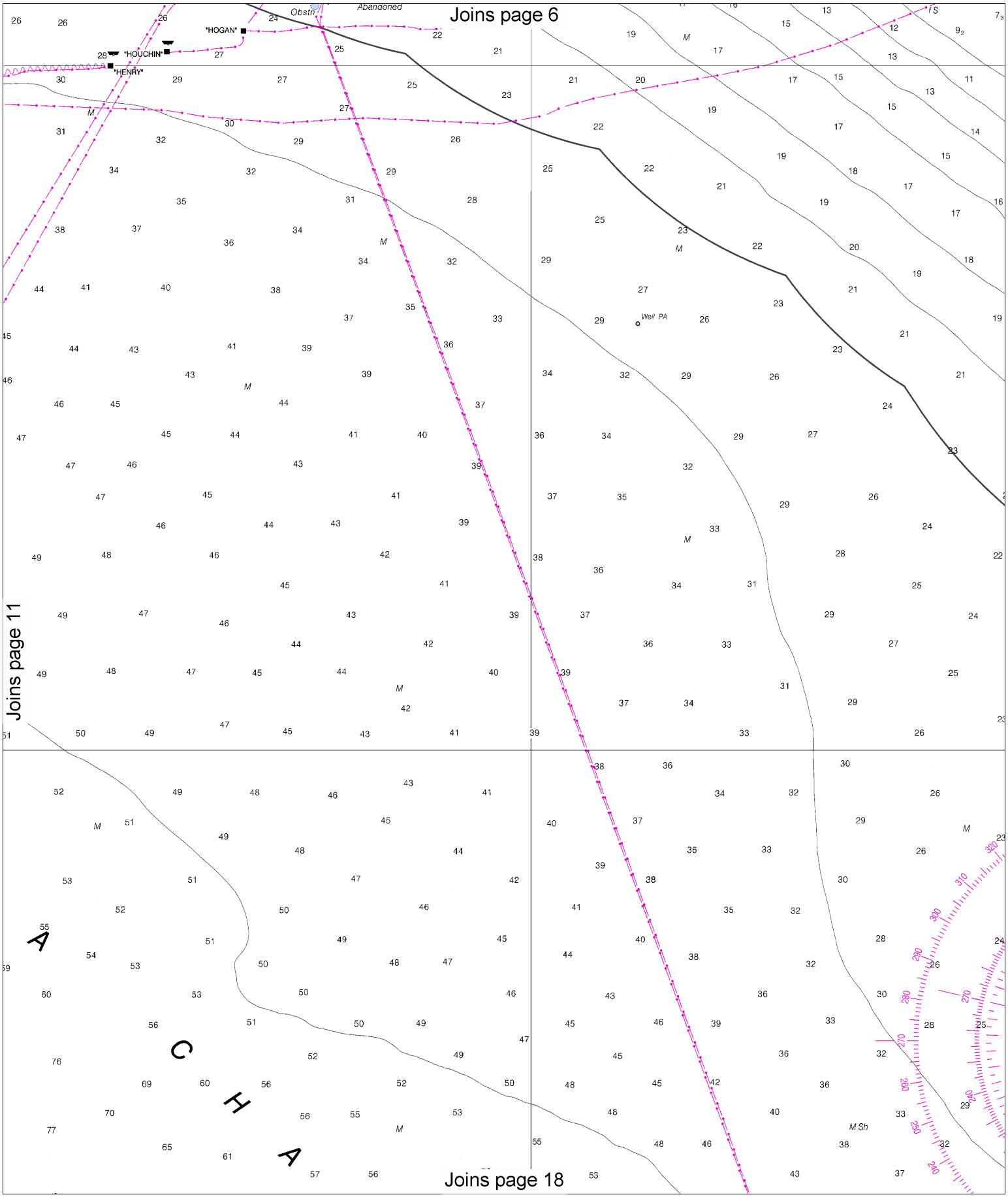
1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.


Joins page 5
Joins page 12
Joins page 17
"HILLHOUSE"
"HENRY"
"HOUCHIN"
"HOGAN"
"HABITAT"
Platform "A"
Sub well PA
Abandoned
Obstn
Well PA
BARATARIA



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000

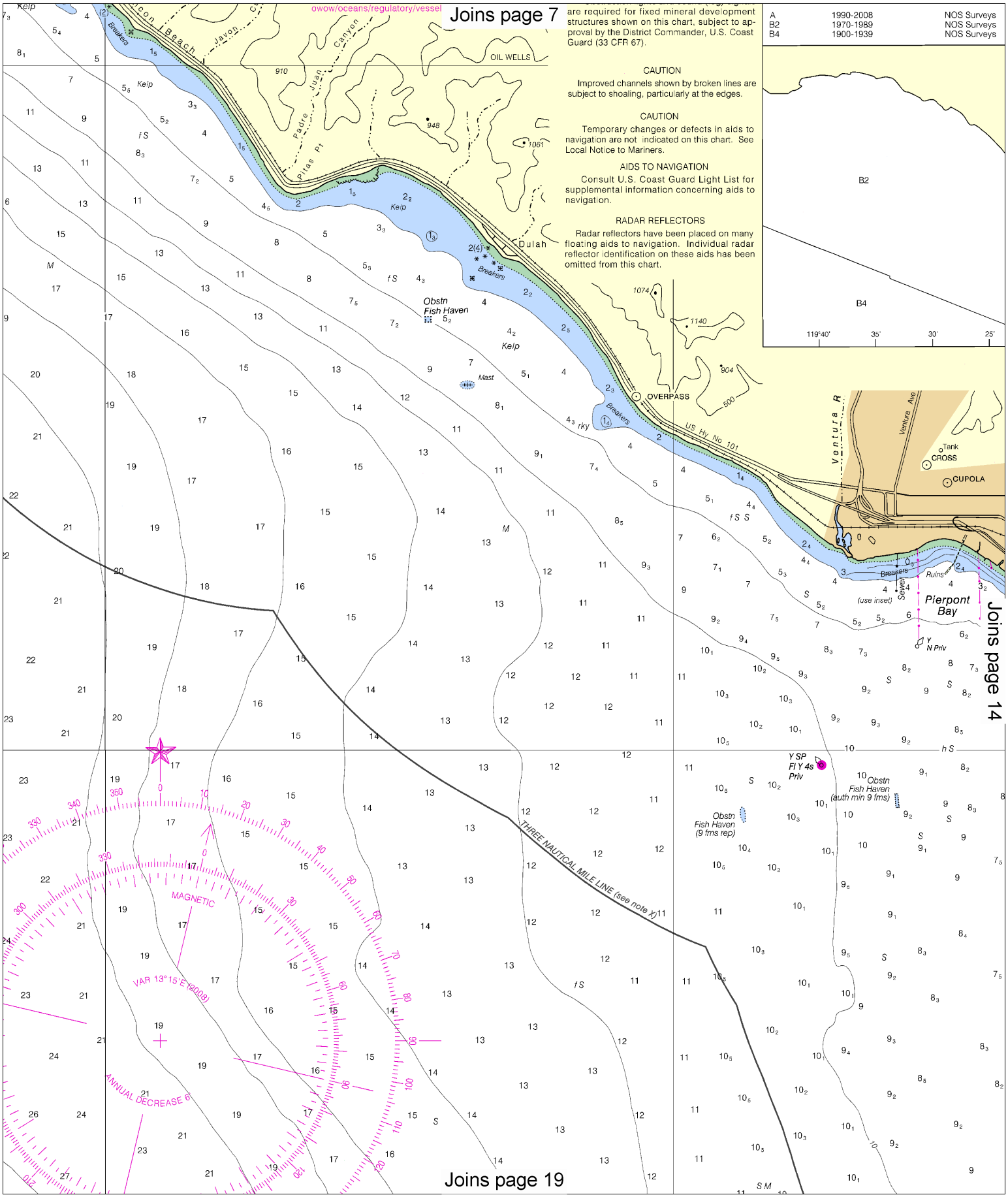
Nautical Miles

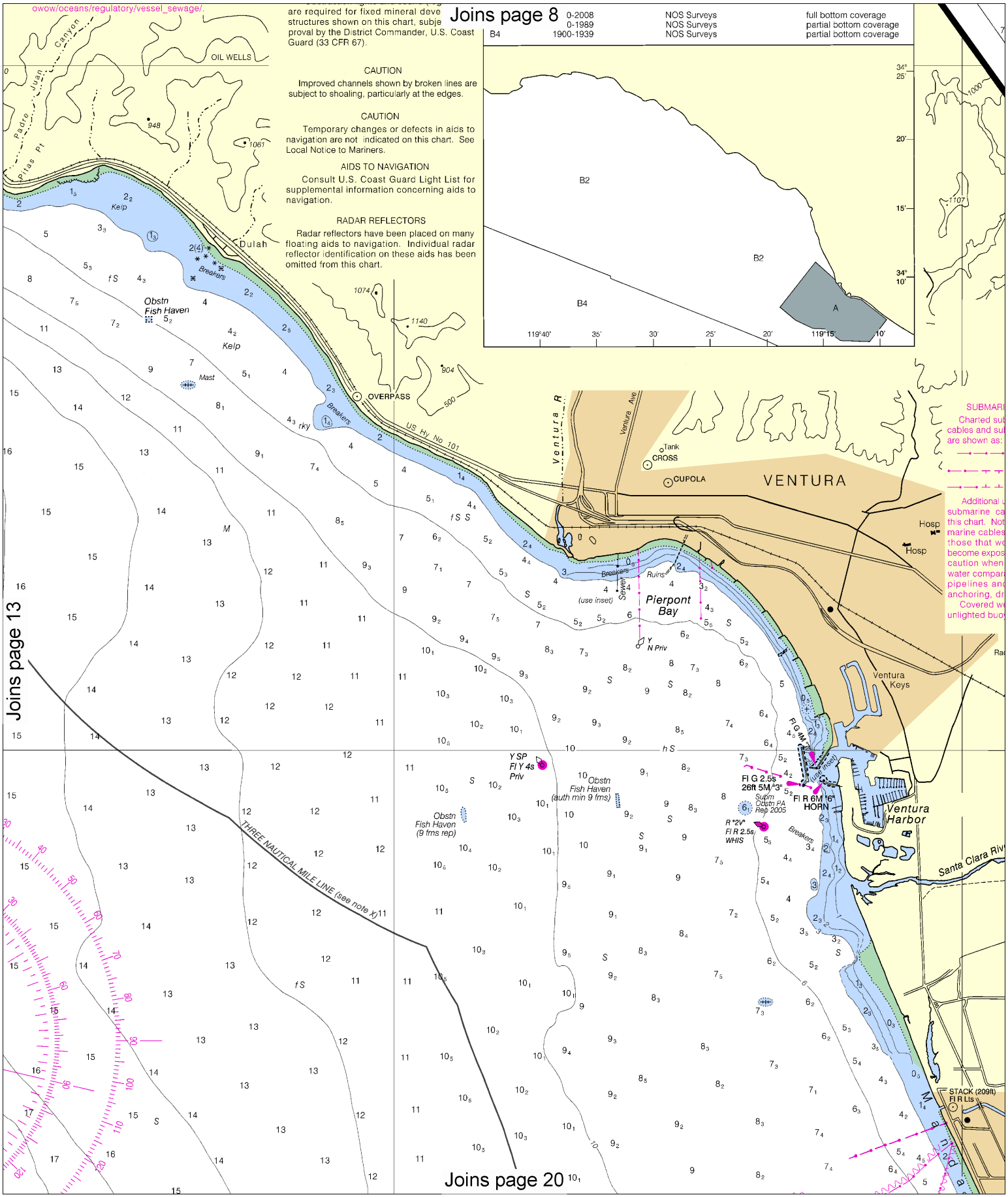
1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.


owow/oceans/regulatory/vessel
Joins page 7
are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
A 1990-2008 NOS Surveys
B2 1970-1989 NOS Surveys
B4 1900-1939 NOS Surveys
B2
B4
119°40'
35'
30'
25'
Joins page 14
Joins page 19
OIL WELLS
Padre Juan Canyon
Dulah
Obstn
Fish Haven
Kelp
Breakers
Mast
OVERPASS
US Hy No. 101
Ventura R.
Ventura Ave
Tank
CROSS
CUPOLA
Ruins
Sewer
(use inset)
Pierpont Bay
Y SP
Fl Y 4s
Priv
Y
N Priv
Obstn
Fish Haven
(auth min 9 fms)
Obstn
Fish Haven
(9 fms rep)
THREE NAUTICAL MILE LINE (see note X)
MAGNETIC
VAR 13° 15'E (2008)
ANNUAL DECREASE 6'



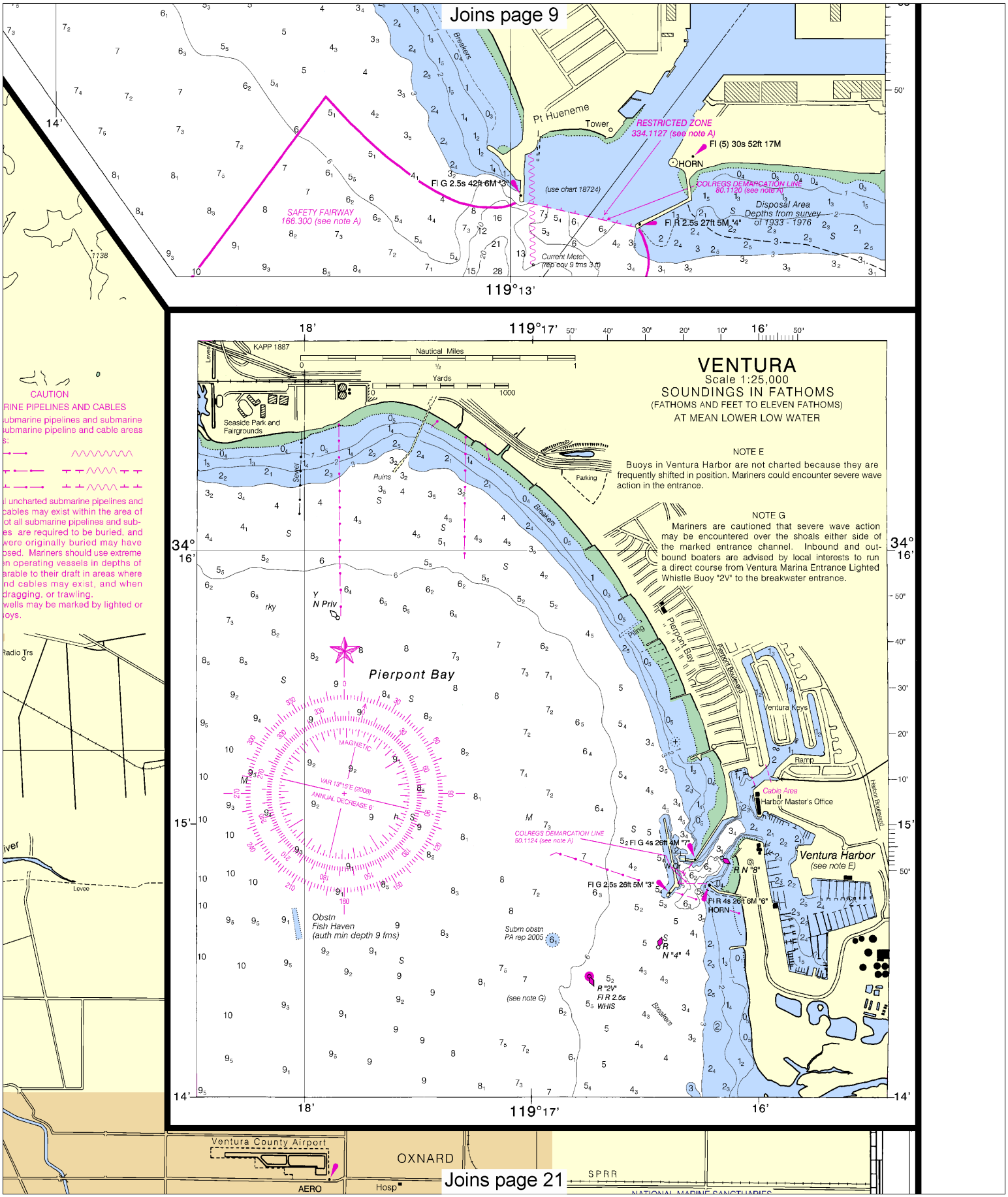
Note: Chart grid lines are aligned with true north.

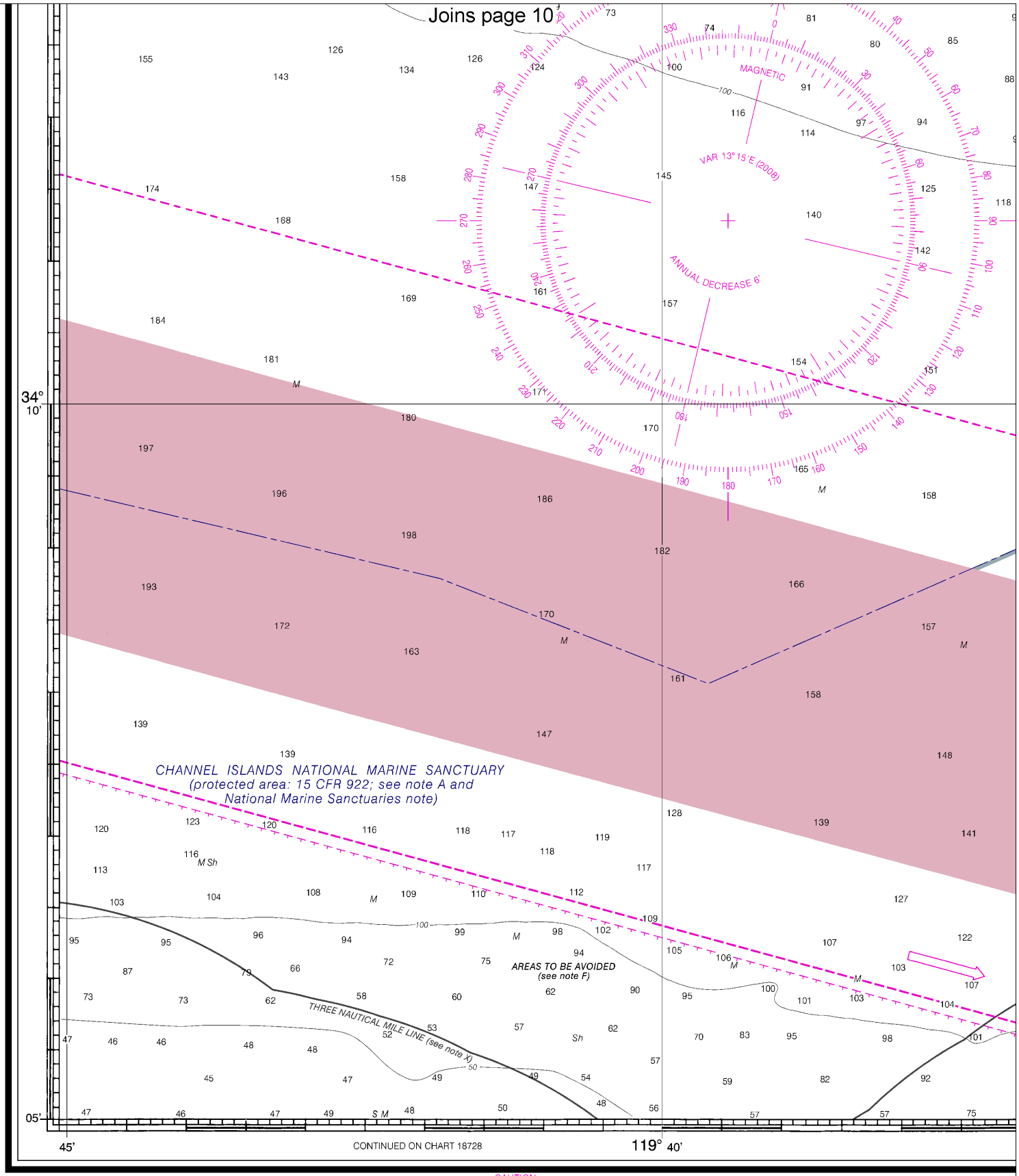
Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.


Joins page 9
Pt Hueneme
Tower
RESTRICTED ZONE
334.1127 (see note A)
Fl (5) 30s 52ft 17M
HORN
Fl G 2.5s 42ft 6M "3"
SAFETY FAIRWAY
166.300 (see note A)
(use chart 18724)
COLREGS DEMARCATION LINE
80.1120 (see note A)
Disposal Area
Depths from survey
of 1933 - 1976
Fl R 2.5s 27ft 5M "4"
Current Meter
(rep occy 9 fms 3 ft)
Breakers
14'
119°13'
18'
119°17'
16'
VENTURA
Scale 1:25,000
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER
NOTE E
Buoys in Ventura Harbor are not charted because they are frequently shifted in position. Mariners could encounter severe wave action in the entrance.
NOTE G
Mariners are cautioned that severe wave action may be encountered over the shoals either side of the marked entrance channel. Inbound and outbound boaters are advised by local interests to run a direct course from Ventura Marina Entrance Lighted Whistle Buoy "2V" to the breakwater entrance.
KAPP 1887
Nautical Miles
Yards
Seaside Park and Fairgrounds
Levee
Sewer
Ruins
Parking
Pierpont Bay
Pierpont Boulevard
Ventura Keys
Ramp
Cable Area
Harbor Master's Office
Harbor Boulevard
Ventura Harbor
(see note E)
COLREGS DEMARCATION LINE
80.1124 (see note A)
Fl G 4s 26ft 4M "7"
Fl G 2.5s 26ft 5M "3"
Fl R 4s 26ft 6M "6"
HORN
R N "8"
N "4"
R "2V"
Fl R 2.5s
WHIS
(see note G)
Obstn
Fish Haven
(auth min depth 9 fms)
Subm obstn
PA rep 2005
MAGNETIC
VAR 13°15'E (2008)
ANNUAL DECREASE 6'
Y
N Priv
rky
34° 16'
15'
14'
CAUTION
RINE PIPELINES AND CABLES
ubmarine pipelines and submarine
ubmarine pipeline and cable areas
s:
l uncharted submarine pipelines and
cables may exist within the area of
ot all submarine pipelines and sub-
es are required to be buried, and
were originally buried may have
osed. Mariners should use extreme
n operating vessels in depths of
arable to their draft in areas where
nd cables may exist, and when
dragging, or trawling.
wells may be marked by lighted or
oys.
Radio Trs
Levee
Ventura County Airport
AERO
OXNARD
Hosp
SPRR
Joins page 21



29th Ed., Aug./08 ■
Corrected through NM Aug. 30/08
Corrected through LNM Aug. 19/08

18725

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe nav
Ocean Service encourages users to submit corrections, additio
improving this chart to the Chief, Marine Chart Division (N/C
Service, NOAA, Silver Spring, Maryland 20910-3282.

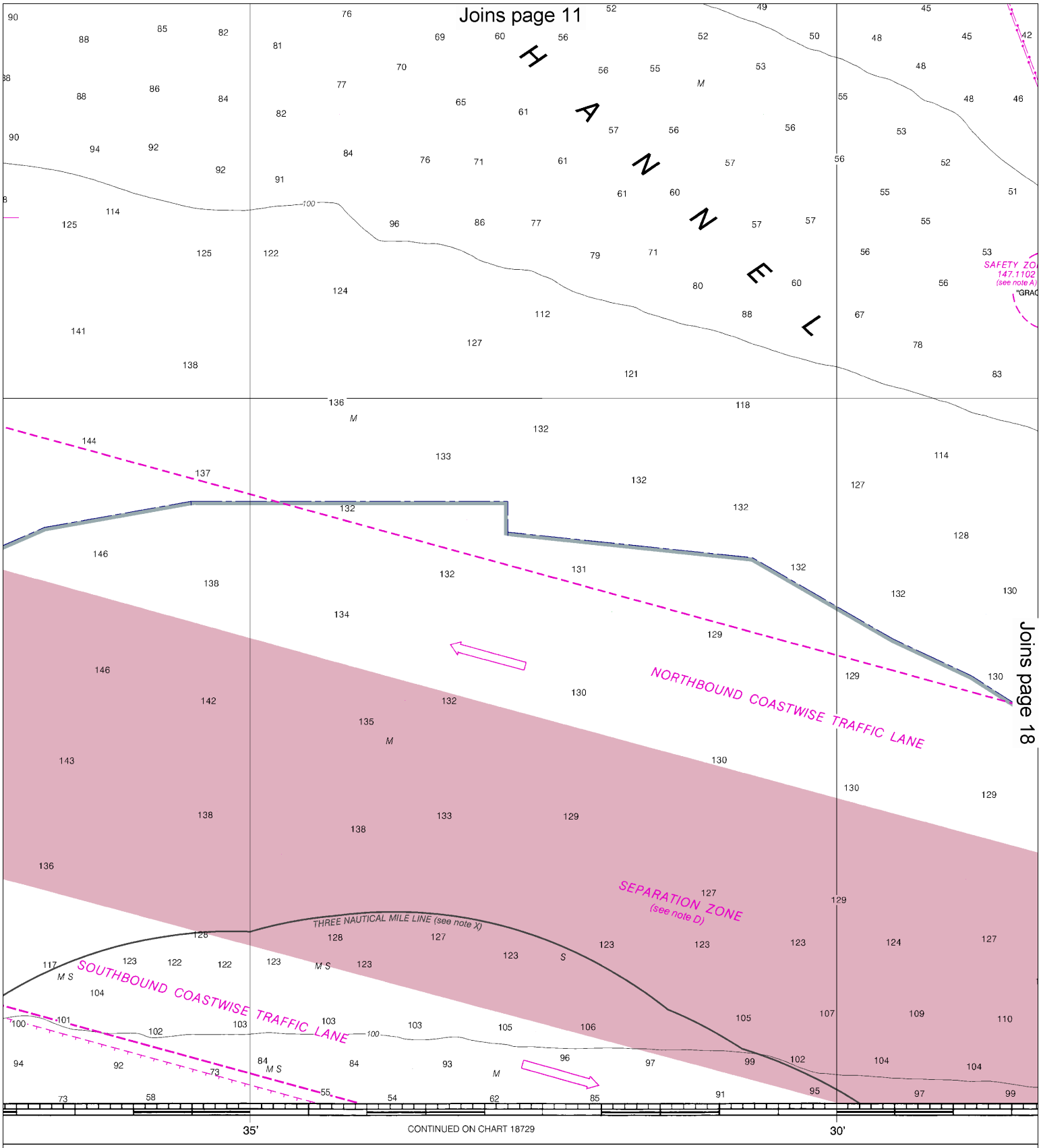
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.



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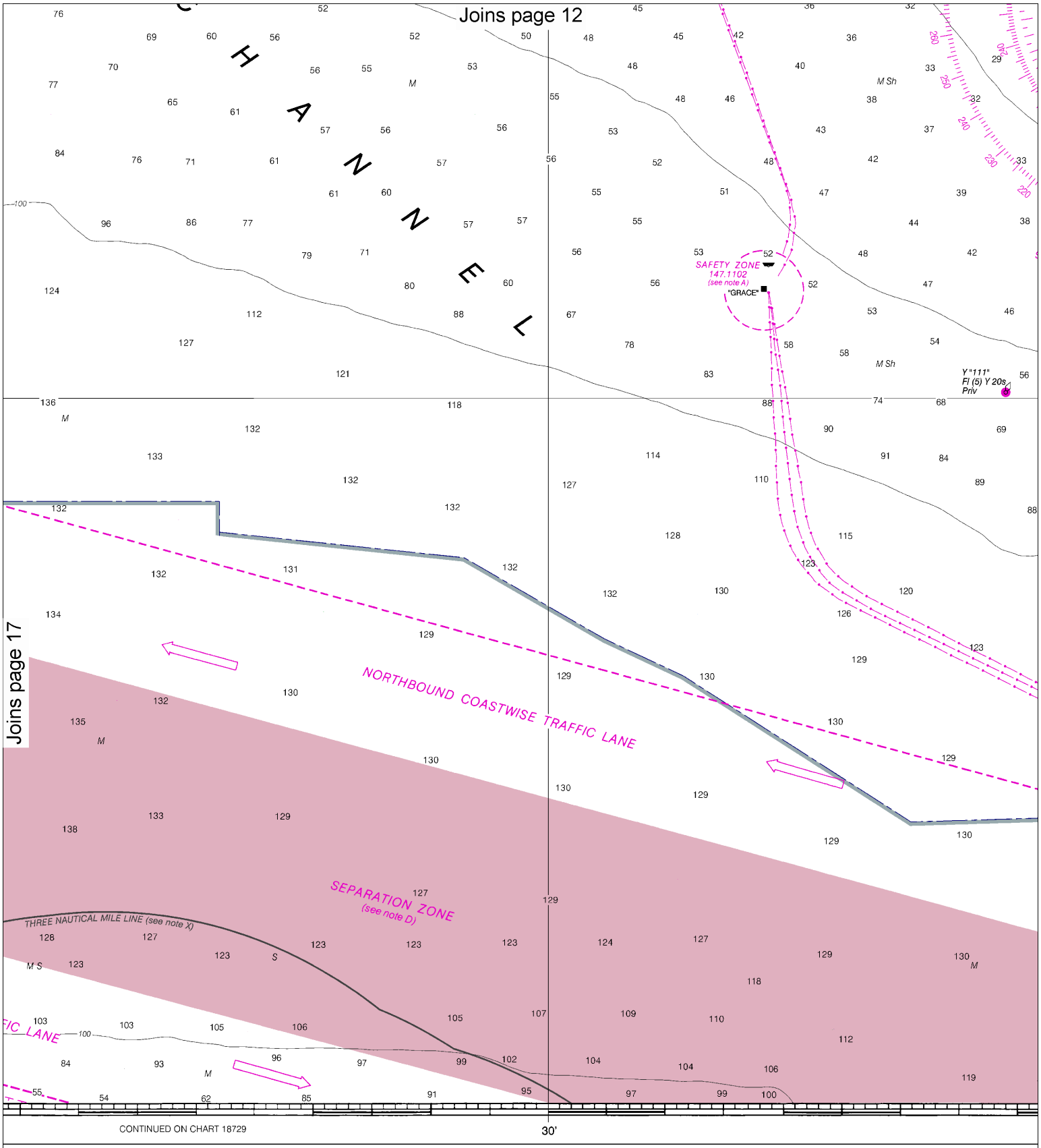
CS2), National Ocean

SOUNDINGS IN FATH
(FATHOMS AND FEET TO 11 FATHOM



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

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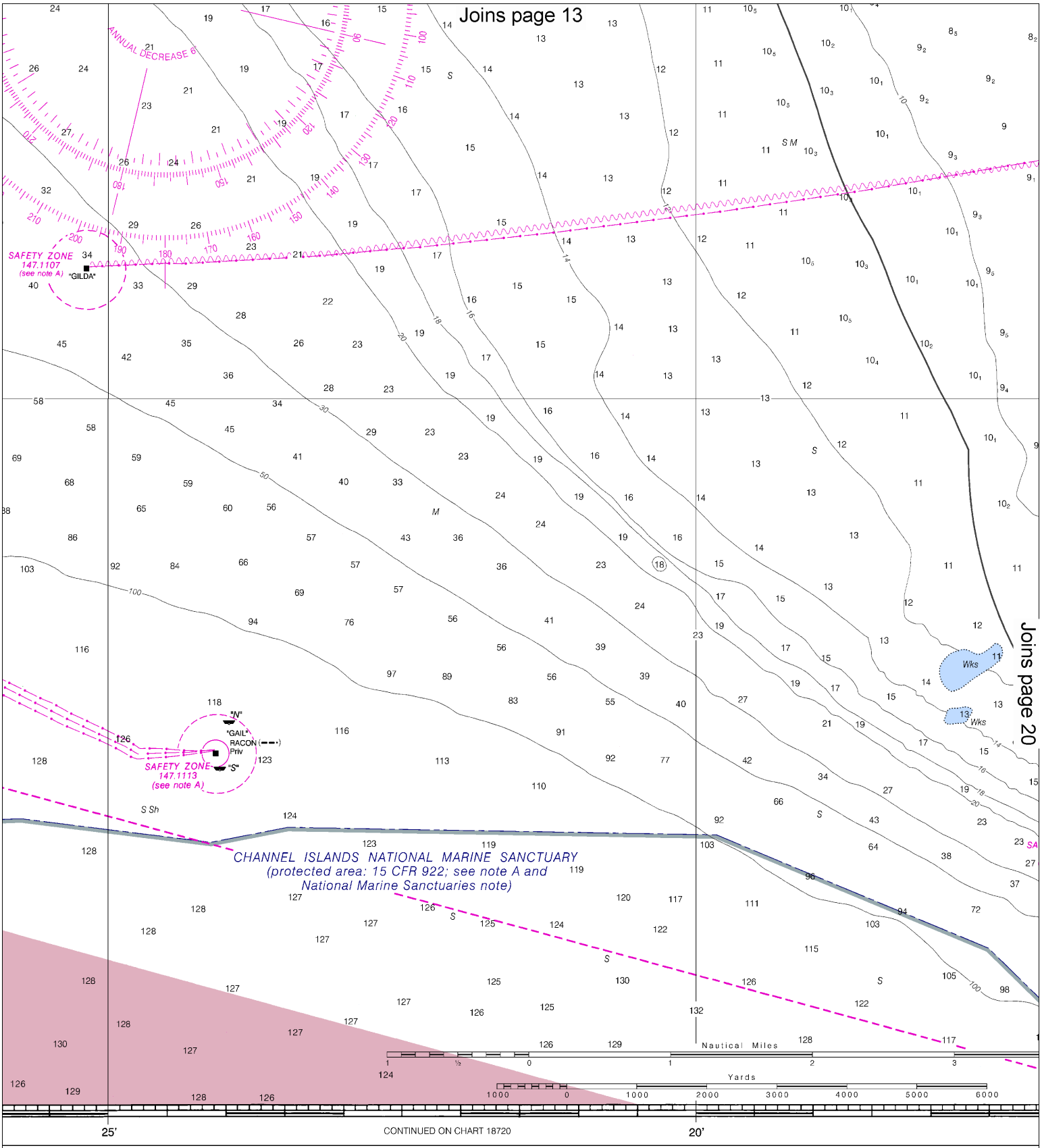
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

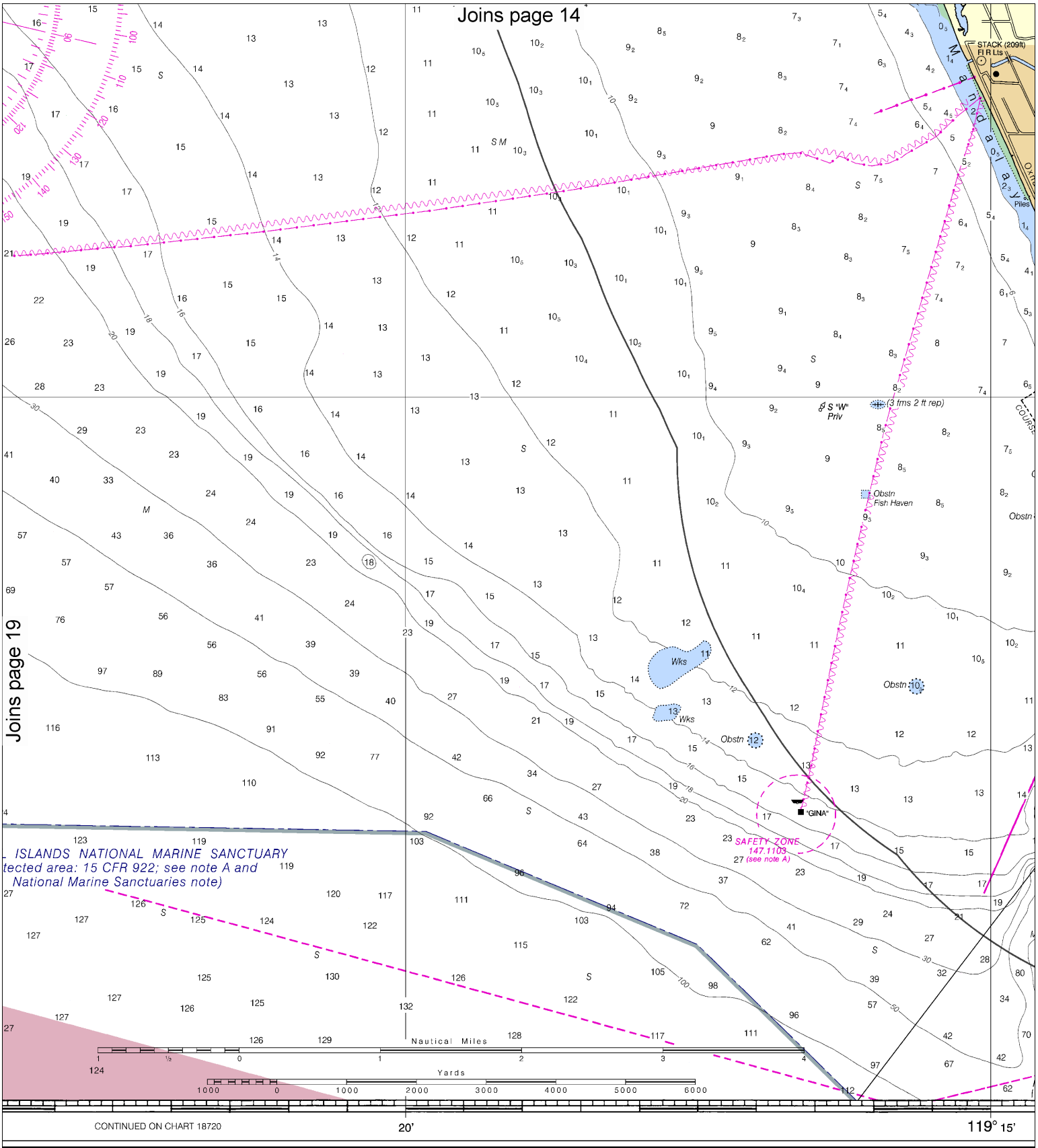
See Note on page 5.



Washington, D.C.
NT OF COMMERCE
MOSPHERIC ADMINISTRATION
CEAN SERVICE
SURVEY

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



LOGARITHMIC SPEED SCALE

2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

PEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

FATHOMS	1
FEET	6
METERS	1 2

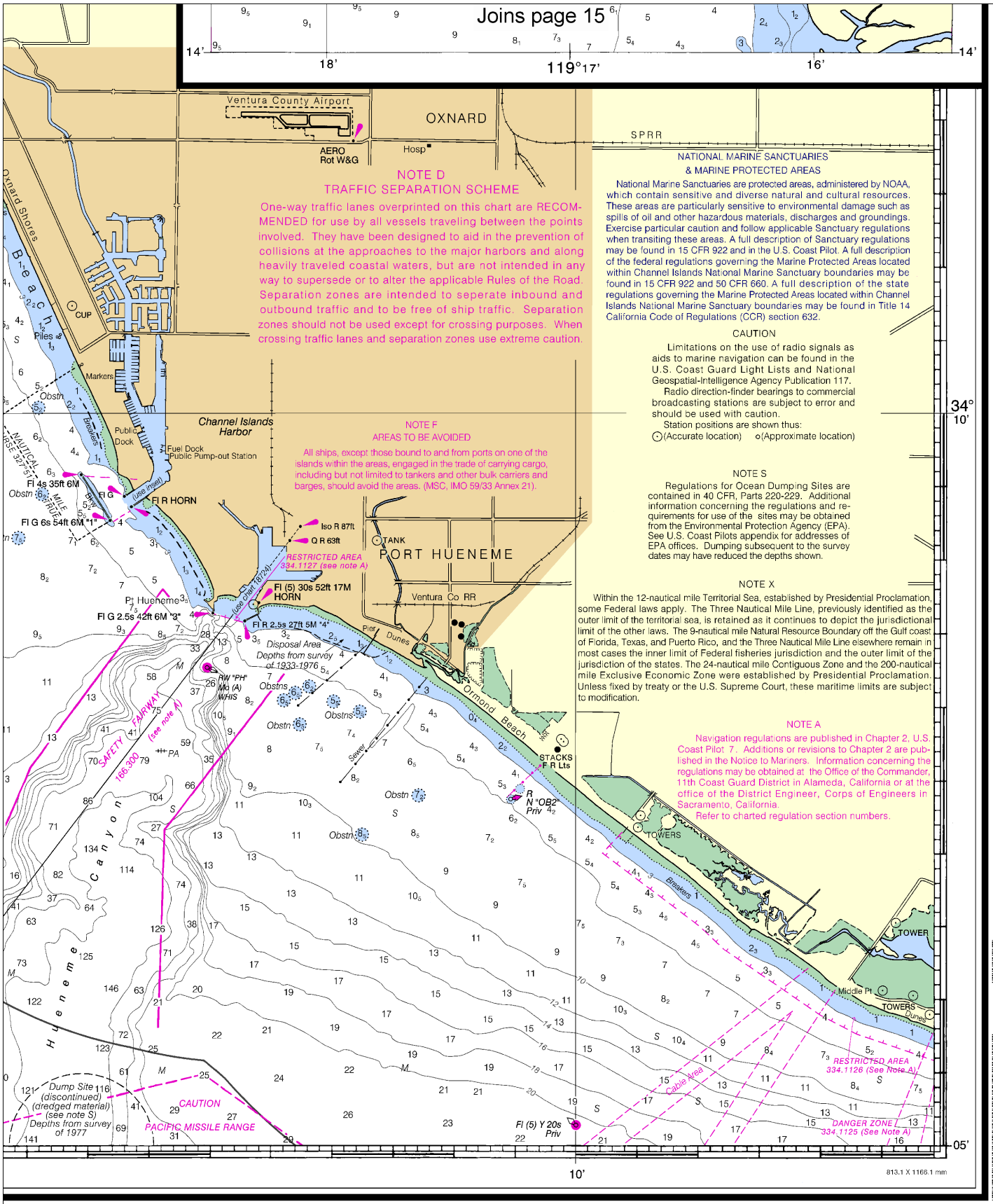
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.



Port Hueneme to Santa Barbara

SOUNDINGS IN FATHOMS - SCALE 1:50,000

18725

ED NO. 29

NSN 7642014011532 NGA REFERENCE NO. 18AHA18725

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
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Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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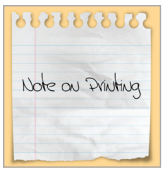

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NOAA's Office of Coast Survey The Nation's Chartmaker